

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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WMATA METRO TRAIN DERAILMENT *

IN ARLINGTON, VIRGINIA, *

Accident No.: RRD22LR001

ON OCTOBER 12, 2021 *

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Interview of: MICHAEL DOZIER, Train Operator

Washington Metropolitan Area Transit Authority

Landover, Maryland

Friday,
October 15, 2021

APPEARANCES:

STEPHEN JENNER, Investigator
National Transportation Safety Board

GREG KUPKA, Deputy Chief of Safety Department
Washington Metropolitan Area Transit Authority

BRUCE WALKER, Subject Matter Expert for Operations
Washington Metro Safety Commission

MAURICE WOMACK, Safety Officer for Amalgamated Transit
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Washington Metropolitan Area Transit Authority

DEON BAKER, Assistant Business Agent for Rail Operations
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I N T E R V I E W

(10:40 a.m.)

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2
3 MR. JENNER: Good morning, my name is Stephen Jenner and I am
4 with the NTSB, serving as the Operations and Humans Performance
5 Group chairman for this accident. Today is October 15th, 2021,
6 it's 10:40 a.m. We are here at Carmen Turner Facility in
7 Landover, Maryland to conduct an interview with Mr. Michael
8 Dozier, who works for WMATA. This interview is in conjunction
9 with the NTSB's investigation of the October 12th, 2021,
10 derailment of a Metro train in Arlington, Virginia. The NTSB
11 Reference Number is RRD22LR001.

12 The purpose of this investigation is to increase safety and
13 not assign fault, blame, or liability. And before we begin our
14 interview and questions, let's go around the table and introduce
15 ourselves. So, please spell your name -- your first and last
16 name, who you are representing, and your title. Again, my name is
17 Stephen Jenner, I'm a human performance investigator of the
18 Operations and Human Performance Group with the NTSB, and we'll go
19 around to my right.

20 MR. KUPKA: My name is Greg Kupka, G R E G K U P K A. I am a
21 WMATA employee with the Safety Department and my title is deputy
22 chief of safety assurance.

23 MR. WALKER: My name is Bruce Walker, W A L K E R. I'm with
24 the Washington Metro Safety Commission, my title is subject matter
25 expert for operations.

1 MR. WOMACK: My name is Maurice Womack, M A U R I C E, last
2 name, W O M A C K. I am a WMATA employee, appointed as safety
3 officer for the Amalgamated Transit Union Local 689.

4 MR. BAKER: Good morning, Deon Baker, WMATA employee, work
5 for Local 689 as assistant business agent for rail operations.

6 MR. DOZIER: Michael Dozier, M I C H A E L D O Z I E R, I'm a
7 train operator and I was the operator involved in the incident.

8 MR. JENNER: Thank you. Do we have your permission to record
9 this discussion?

10 MR. DOZIER: Yes.

11 MR. JENNER: Thank you.

12 INTERVIEW OF MICHAEL DOZIER

13 BY MR. JENNER:

14 Q. All right. If you would please just start us off and give us
15 a description of your career in the transit industry.

16 A. Well, I started with WMATA -- actually, my anniversary is
17 coming up, 10-20-2000. I was a bus operator for nine years and I
18 came down to the rail and been a rail operator for the last 12
19 years.

20 Q. Can you tell us a little bit about your training to become a
21 rail operator?

22 A. Well, as far as the company, we had -- they sent me to -- we
23 had 13 weeks of training and then as other trainings that come
24 along, the RWP, the Roadway, the recertification, and, you know,
25 computer training that they give you and everything like that.

1 Q. Now, during your 12 years, which lines have you operated
2 over?

3 A. I have operated the Silver Line, the Blue Line, and the
4 Orange Line.

5 Q. Okay. So, your 12 years as a rail operator, were there any
6 interruptions? Were you always here? Did you leave for another
7 --

8 A. No, I've been operating since.

9 Q. Very good. Okay, thank you for that. So, as we discussed
10 earlier -- and you mentioned that you were operating the accident
11 train?

12 A. Uh huh.

13 Q. So, if you would, just tell me about your day? What time did
14 you go on duty and where if you could just walk us through?

15 A. I came on duty that Tuesday morning at -- what time was I on
16 duty that morning? It was 5:45 a.m. and on my run I had -- we do
17 -- I was on the Blue Line and I had three roundtrips from Largo
18 -- I came on at Largo, going from Largo to Franconia Springfield.
19 My second trip, I did not do, they had work they was doing in the
20 DNG, so Central had advised them to take off some trains. So,
21 they took off some trains that day, so I didn't do my second
22 roundtrip, I did my third roundtrip.

23 Q. So, your second roundtrip was spent when they were --

24 A. I was -- spent sitting at Largo in the Block House.

25 Q. Okay. So, then there's your third trip?

1 A. My third trip, I went from Largo, Franconia Springfield on
2 time with no problems.

3 Q. Do you know what time you -- about what time you departed
4 Largo?

5 A. On the accident run, no, because the accident run was
6 actually -- an overtime block was after that.

7 Q. Okay. Yeah, for the third trip, about what time do you think
8 you started?

9 A. Oh, man. That run got off at 3:00. I really can't -- I got
10 to see the run because I'm a board worker, that's not my assigned
11 run. So, I do different runs every day. That run, I'm thinking
12 maybe wasn't -- yeah 12 -- I think it was 12:24 or 12:25,
13 something like that, I left Largo.

14 Q. Okay. And that went to?

15 A. Franconia Springfield.

16 Q. Okay. In any of those -- so, you discussed basically two
17 trips, the first -- the second one was spent waiting and then you
18 had the third. Were you operating what would end up being the
19 accident train at this point?

20 A. Yeah.

21 Q. Okay.

22 A. No, not on those trips.

23 Q. Not on those trips, okay.

24 A. No, yeah.

25 Q. So, how was -- how were these trips in terms of overall --

1 A. No problem. I went over and I came back, no hesitations, no
2 problems or anything.

3 Q. Did the -- no concerns about the track or switches?

4 A. None.

5 Q. Okay, very good. I'll let you continue.

6 A. Then I had an overtime block that -- now, this was the
7 accident run. I was due to leave at 4:11 from Largo.

8 Q. Okay.

9 A. I operated that, no problems all the way down to Rosslyn. I
10 got service at the station at Rosslyn, I had my correct rail to
11 (indiscernible) to take me to Arlington Cemetery. I started to
12 proceed to Arlington Cemetery. During that time, I didn't hear
13 anything or feel anything, but my train just went to a braking
14 mode. And then on the train on the trouble screen, it's starts
15 beeping and lets me know there's going on with the train. Once I
16 punched the trouble screen, it said I had a stuck holding brake.

17 Q. Okay. So, you made it out -- so, there were no problems from
18 Rosslyn to Arlington Cemetery?

19 A. There was no problem from Largo to Rosslyn or leaving Rosslyn
20 and as far as, you know, you're going over interlocking, I could
21 get the wheels (makes stuttering noises) as far as I can, and then
22 as I got midway, it just -- my train started decreasing speed.

23 Q. Right. Very good. I'm familiar with some aspects of your
24 equipment and some aspects I'm not, so if you can help me out.
25 Tell me about the trouble screen?

1 A. The trouble screen, it lets you know what train -- what car
2 -- if you're having any types of problems on any of that car, you
3 can see that from your trouble screen and it'll tell you what car
4 and where at on the car.

5 Q. And what information is it telling you?

6 A. It's telling me that I have a stuck holding brake on car 72
7 hundred.

8 Q. Okay, a stop holding brake?

9 A. Stuck.

10 Q. Stuck.

11 A. Stuck holding brake.

12 Q. And what does that mean to you?

13 A. That means that brake on that truck, it's an emergency.

14 Q. Okay. So, from the trouble screen, it's telling you what the
15 problem is and it's telling you what car is it?

16 A. Yes, it is.

17 Q. Okay. And did you feel your train decreasing before the
18 trouble screen?

19 A. No. It was all, like, in the same motion. Once my train --
20 I was going, it just started slowing down like the brakes were
21 applied when it's slowing down.

22 Q. Right.

23 A. At the same time it's slowing down, now my trouble screen is
24 beeping.

25 Q. All right. Besides these two pieces of information you've

1 told me, is there anything else that trouble screen tells you?

2 A. Yeah, it'll tell you it finds. Now, I went through the
3 protocol with Central, they're telling me to key the train down
4 and, you know, try to troubleshoot, see what's wrong with it.
5 We've got a stuck holding brake circuit breaker, I tried to
6 recycle that, I tried to recycle my ATC package, then I was told
7 to break power knockout. But during the event, I keyed down the
8 train and I keyed it back up. When I keyed it back up, now along
9 with stuck holding brake, it's telling me there's no rail voltage.

10 Q. There's no rail --

11 A. Rail voltage.

12 Q. Okay. What does that tell you?

13 A. That there's no power going to that car right there.

14 Q. Okay. I'm sorry to have you repeat yourself. At what point
15 did you -- so, you contacted the Rock?

16 A. Yeah.

17 Q. Okay. Was that when your train came to a stop?

18 A. Yes, when -- well, I'll tell you. When my train -- once it
19 came to a stop, I keyed it down and keyed back up to see if that
20 would go away. It didn't, I could move, so I contacted Rock and
21 that's when they gave me all the -- you know, key my train down
22 again, recycle my circuit breakers. See if we can move and if we
23 can move, we're going to get it to Arlington Cemetery and we're
24 going to offload it. So, at the point where -- the last
25 instructions he came me was to break power knockout. At that

1 point, the train -- I could move the train about -- I maybe moved
2 it about maybe 75 more feet and then it wouldn't move at all.

3 And also, during that time while I'm sitting there, I got
4 customers punching me up on the intercom asking me what's wrong,
5 are we moving, they smelled -- then they said they smelled brakes
6 -- a brake odor. So, I'm telling them hold on, I'm trying to get
7 help from my command center. So, at that point, we couldn't move,
8 I asked my command center could I go back and check out the
9 situation.

10 Q. Okay. Let me ask you a question, the -- when -- so, the
11 passengers contact you through the intercom?

12 A. Uh huh.

13 Q. Do you know which car they were in when they were trying to
14 contact you?

15 A. Yes, they was telling me they were -- I mean, I can see on my
16 screen, it's telling me I've got a problem on 72 hundred and
17 they're also telling me that we're on 72 hundred and we have a
18 brake odor.

19 Q. Got it. Okay, so you asked the Rock if you can go back -- so
20 basically, leave the operating compartment and walk back?

21 A. Yes. It was my fourth car back.

22 Q. Okay. And what was your goal to go back?

23 A. Well, I was going back so that I could cut out that brake so
24 we can get it to the next station.

25 Q. Okay. Did you get permission to do that?

1 A. Yes.

2 Q. Okay. So, walk me through what you saw?

3 A. As I get back to the second car, I'm starting to see light
4 smoke.

5 Q. Okay.

6 A. And the third car is more, when I get to that car it's real
7 smokey. When I first -- so, in between -- what is that, 7201 and
8 72 hundred, I look and the car, it's kind of shifted. So, my
9 first thought was that the train was trying to pull apart. So, I
10 relayed that to Central and said I think this train is trying to
11 -- we have a slight -- you know, it's like the train is trying to
12 pull apart. So, he's asking me do I have brake pipe pressure on
13 both the cars and everything? I said yes, I'm telling them the
14 car is smokey. He's telling me -- told me to move all the
15 customers off of that car, up to the lead car as many -- as far --
16 as many as I can get up there and to look at the situation. As
17 I'm looking, I look out the window and I see that the train is
18 more to the wall and then I say oh, this train -- we're off the
19 track.

20 Q. That was the first that you identified that the train was off
21 the track, at that moment?

22 A. Yes.

23 Q. And at -- so, at this point, you're standing --

24 A. I'm standing --

25 Q. You were right next to the car?

1 A. Yeah, I'm standing in between 7201 and 72 hundred.

2 Q. I see.

3 A. The couplings part right there.

4 Q. Okay. So, you're seeing that it's off the track?

5 A. Yes.

6 Q. Are you -- do you have a walkie talkie of sorts?

7 A. Yes, that's what --

8 Q. So, you're communicating with the Rock the whole time?

9 A. That's what I'm communicating on the whole time, yes.

10 Q. Okay. So, you told them that, what was their response?

11 A. That's when he was saying get the customers up front, try to
12 keep a count of them, and that's when they had a supervisor and
13 car maintenance to come down to the train. They dropped them off
14 to come down to the train and once the supervisor got there, he
15 took the supervisor to take over.

16 Q. How long did it take them to arrive, the supervisor car?

17 A. By the time I got to the incident car and they had me check
18 brake pipe pressure on both cars, I looked out the window and I'm
19 looking at that -- I'm moving the customers. So, they was there,
20 like, about ten minutes after that because as the customers were
21 moving, the supervisor was coming -- he's on the train now.

22 Q. Okay. What was the mood of the passengers who were in the
23 car?

24 A. They were surprising, they were calm.

25 Q. Okay.

1 A. It was one guy on the -- that was on the car and he was the
2 one that said it too, he said I think we derailed. So, that's
3 when I said yeah, I think so, too.

4 Q. Okay.

5 A. Yeah.

6 Q. So, any problems opening the door between the cars or
7 anything like that to get them to move?

8 A. No, no problem at all.

9 Q. Okay. So, they move from the problem car to the 7201?

10 A. No, they moved all the way up.

11 Q. All the way to the first car?

12 A. To the first car. I had -- then I went back and got the rest
13 of the people that was behind that car to walk through and move up
14 to the front as far as they could.

15 Q. So, the incident car was number four?

16 A. Yeah.

17 Q. So, how many cars was the train, a six car?

18 A. The train is eight cars.

19 Q. Eight cars, okay.

20 A. Yeah.

21 Q. So, cars number five, six, seven, eight, all those passengers
22 were moved forward?

23 A. Yes.

24 Q. Okay. And so, car number -- once everyone was moved, were
25 there still people in car number three?

1 A. By that time -- yeah, people was -- the people -- how I did
2 it, I went back up to the second car and I had them people move
3 up, then I went to the third car and I had them people move up.

4 Q. I see.

5 A. And I went to the incident car and had them move up as far as
6 they could. So, I'm moving people up as much as I can to get them
7 to occupy the other three cars ahead of them.

8 Q. Okay. Whose decision was that? Was that your decision or
9 Rock's decision?

10 A. No, that was -- they instructed me to move everybody to the
11 front as much as I can.

12 Q. Okay. So, you're in this process and during this process,
13 the two people arrive, the supervisor and car maintenance during
14 that process?

15 A. Yeah.

16 Q. Okay. So, what communication did you have with them?

17 A. I told them what -- you know, what was going on, so they
18 started to look at the train itself, too, and then car equipment.
19 I asked Central, could they go down to the roadways to inspect and
20 see what happened and he verified that yes, the train has
21 derailed.

22 Q. Okay. And then what?

23 A. Then Rock is talking to the supervisor now. He said -- the
24 supervisor became the on-scene commander and he's doing all the
25 transmitting to Central now.

1 Q. Okay. So, you were -- after the supervisor started
2 communicating with the Rock, did you have more communication with
3 the Rock after that?

4 A. They just asked me how many people did I think it was, my
5 head count of them, and that was about it. By that time, Transit
6 is aboard as well -- boarding the train now and now they're taking
7 over.

8 Q. Okay. Who from Transit is --

9 A. I didn't -- the supervisor and whoever was in control of
10 Transit, those two were --

11 Q. Oh.

12 A. Yeah.

13 Q. Okay. So, the Rock asks you about the numbers of people,
14 were you able to keep count to some degree?

15 A. Yeah, we were from, like, 350 people.

16 Q. All right. So, during any of the process -- I think you
17 first described the people in the car as being pretty calm?

18 A. Yeah.

19 Q. So, was there ever any uneasiness or panic by any of the
20 people?

21 A. There was one guy because -- well, the transmission -- when
22 they moved, they did ask me why are we moving forward and I
23 explained to them the train has derailed, what they're probably
24 going to do is bring a train down and transfer all of you all and
25 we're going to get out of here. So, everybody was like thank you.

1 So, as we're waiting our transfers to board, it was this one guy
2 -- because they're going through how they're going to evacuate the
3 people. So, then Transit says okay, we may have to walk you back
4 the other way, so then the guy gets upset, like you told me to
5 move up here, now you want to move me back here now? He got a
6 little upset.

7 Q. Okay. So, what did you do then after you completed -- did
8 you complete moving everyone?

9 A. Yes.

10 Q. Okay. So, what did you do after that?

11 A. After that, I was just helping Transit whenever they asked me
12 -- they was asking me could I open some of the doors to get some
13 ventilation because Rock had brought down power, so there's no
14 more AC on the train, so it's getting hot.

15 Q. Right.

16 A. So, they asked me could I open up some of these doors, so I
17 opened up a few of the doors on each car to get circulation going
18 in there.

19 Q. Do you have to do that manually?

20 A. Yes.

21 Q. Okay.

22 A. Well, just with the key -- to key the door open.

23 Q. Right. How hot was it getting under there?

24 A. It was getting a little stuffy. It wasn't too hot, but it
25 was getting stuffy.

1 Q. Okay. So, you -- any problems with opening any of the doors?

2 A. No.

3 Q. And that was open the doors for all -- each car?

4 A. I opened -- yeah, I opened a door on each one of the first
5 three cars.

6 Q. Okay.

7 A. Yeah.

8 Q. All right, after you did that, then what?

9 A. I stepped to the side and let -- by that time, the Fire
10 Department is there and so I stepped to side and let them --
11 because they're taking over and they're giving instructions to
12 everybody.

13 Q. Did anyone from the Fire Department talk to you?

14 A. No, they talked to the supervisor.

15 Q. In your estimation, if you know, how long did it take for the
16 Fire Department to arrive?

17 A. Like I said, as soon as the other got there, maybe ten
18 minutes after I was back there, Transit arrived, maybe seven or
19 eight minutes after that, and then I'd say the Fire Department was
20 on the scene about 20 minutes later.

21 Q. Okay. So, 20 minutes, is that 20 minutes after the train --
22 you know, the train had stopped or --

23 A. That's 20 minutes after the ten minutes that the supervisor
24 took to get there. So, I say all in all, in maybe about 30
25 minutes the Fire Department was on the scene.

1 Q. Oh, okay. When you say Transit arrived, who from Transit?
2 You talked about the supervisor and maintenance; you're not
3 referring --

4 A. Transit officers -- it was, like, maybe four or five police
5 officers.

6 Q. Police officers is Transit?

7 A. Yes.

8 Q. Oh, I see. I'm sorry. So, Fire Department arrives and they
9 start the evacuation?

10 A. Yes. Now, they -- once they arrived, they're in total
11 control of everything.

12 Q. Yeah. In your -- from what you saw, how did the evacuation
13 go in terms of, you know, orderly and --

14 A. They started with the front car and they removed 25 people at
15 a time.

16 Q. Oh, okay. Did you -- were you able to watch any of that?

17 A. Yes, I stood off to the side and was still making count of
18 the people that was getting off.

19 Q. Okay. How did you think that part of the process went?

20 A. That went kind of smoothly, nobody was complaining, everybody
21 was patient. Actually, a lot of the passengers, they started
22 joking and I was surprised because it was like a calm situation.

23 Q. Okay. So, eventually all of the passengers got evacuated.

24 A. Yeah.

25 Q. Then what did you do?

1 A. Then the supervisor and I walked up to the platform at
2 Arlington Cemetery.

3 Q. Okay. And what is the exit like to get out of the tunnel and
4 get above ground?

5 A. It's not -- on one side of the tunnel there's a walkway, so
6 you're able to walk on the non (indiscernible) side up to the
7 platform. So, it's just a little walk, that's all.

8 Q. Okay, got it. No climbing, no ladders in order to get there?

9 A. No.

10 Q. Okay. So --

11 A. The only climbing part they had was coming out of the train.
12 They put a little ladder and you step like you're coming on a
13 ladder and then that's only about two feet.

14 Q. Right.

15 A. So, maybe like three steps and you're off the train and then
16 they walked up to the platform. Those that couldn't walk, they --
17 the Fire Department had a little -- whatever you call the thing
18 that they push along the rail and push the people up there that
19 couldn't walk.

20 Q. Got it. I think you mentioned the Rock had turned off the
21 power?

22 A. Yeah.

23 Q. How do you verify that the power was turned off?

24 A. I verified because the train cut off.

25 Q. Okay.

1 A. And once the train cut off, the air pressure in the train, it
2 dumps out so I knew that the power at cut off. But then I could
3 also hear them reporting to all -- because this time they got an
4 emergency response team coming down and they're telling them the
5 hot stick had confirmed that the power is off.

6 Q. Okay. So, just to recap, I'm going back a little, your --
7 the accident trip from your perspective, everything was pretty
8 routine and uneventful. You didn't hear anything, or feel
9 anything, or smell anything until --

10 A. I didn't -- no, right. The trip was just as normal as the
11 rest of them I did that day. Nothing was out of the ordinary,
12 there was nothing -- I didn't see anything on the track. The only
13 thing -- like I said, the only thing you can hear -- I heard is
14 once I'm leaving Rosslyn, the train going over then the locking.
15 I hear my wheels go (makes stuttering noises) as far as I can hear
16 and once -- and everything was going smooth.

17 Q. Yes.

18 A. I didn't even feel the train come off and we've been trained
19 in doing a derailment, your train should dumb -- the air pressure
20 should come out of the train, which did not happen.

21 Q. So, the air pressure never drops?

22 A. Never drops.

23 Q. And again, your first indication, it was -- the train was
24 slowing down and --

25 A. It was slowing down and then it stopped and we couldn't move.

1 Q. Okay.

2 A. So, I'm thinking we just got some brakes in emergency that
3 stuck and go back there any release them, we're going to pull it
4 up and we're going to be out of here.

5 Q. Okay. So, in your training in the 12 years, and initial, and
6 refresher training, did part of that training cover, you know,
7 this incident, you know, the events that happened here about
8 procedures?

9 A. Yeah. They tell us, you know, about evacuation, what to do
10 in case of a fire and who you contact and everything. We don't
11 have any training about the derailment, but as far as what you do,
12 how to get the people off. But as I saw, that's just the way once
13 the Fire Department comes and that's -- they take over that part.
14 So, you really don't do anything but assist them if they asked you
15 to do something.

16 Q. Okay. When you were -- when you first had stopped and you
17 were contacting the Rock, were you -- did you take issue, did you
18 have any concern with what they were asking you to do in terms of
19 keying down and keying up?

20 A. No. That's normally what happens when we -- you get trains
21 on the line all the time that get stuck holding brakes in. The
22 procedure that they taught usually takes care of it, if not then
23 you go back there and you release that brake and you get to the
24 next platform and they take the train out of service.

25 Q. I see. Okay, thank you very much. So, those are my

1 questions, other people around the table may have some follow ups.

2 Do you need a break or anything?

3 A. No, I'm all right.

4 MR. JENNER: Okay. So, I'll have more follow ups later.

5 But we'll just go to my right. Just introduce yourself.

6 BY MR. KUPKA:

7 Q. Hi, I'm Greg Kupka, I'm with safety. Just a couple quick
8 follow-up questions. Did you experience any radio issues while
9 you were using your handheld radio?

10 A. No.

11 Q. So, the comm was clear?

12 A. Yeah.

13 Q. And as far as your daily schedule, that was your normal
14 schedule? It wasn't -- you weren't working nights or it wasn't an
15 off schedule?

16 A. No, that's -- like I said, I'm a board worker, so some days
17 you might get a run and a little overtime because somebody didn't
18 come in and you're going to cover their run.

19 Q. Okay. But as a board worker you always come in at the same
20 time?

21 A. No, you come in at different times.

22 Q. Okay.

23 A. But I'm off on Sundays and Mondays, so Tuesday was actually
24 my Monday.

25 Q. Got it.

1 A. Yeah.

2 Q. Okay. So, you're off Sunday and Monday and Tuesday was your
3 Monday?

4 A. Yeah.

5 Q. Okay. And as far as hours of sleep go, do you recall what
6 time you went to bed the night before and what time you woke up?
7 I know it's probably hard.

8 A. Oh, I maybe -- I got eight hours. I know I did that.

9 Q. Okay, you know you got eight hours.

10 A. Yeah. Whenever they tell me that hey, you're going to be
11 working, I try to make sure I get all the sleep I can.

12 Q. Okay. And how much lead time do they give you when they tell
13 you your shift the next day?

14 A. They told me Monday at 3:00 what I was working Tuesday.

15 Q. Okay. And 3:00 p.m.?

16 A. 3:00 p.m., yeah.

17 Q. Okay, good. And so, at the time of the incident, how did you
18 feel?

19 A. I felt normal.

20 Q. Alert?

21 A. Yeah.

22 Q. So, I'm not familiar with how this works. So, when you take
23 up a train at a terminal location, is there a pre-trip or how does
24 that work?

25 A. From -- on my end right there, taking that train out, no,

1 it's already on the platform. I just take it and put it up. But
2 in the mornings when you bring a train out, yes, you pre-trip the
3 train. So, whoever brought that train out that day did a pre-trip
4 of it.

5 Q. And is that in the yard?

6 A. Yes.

7 Q. And is that a ground walkaround?

8 A. That's a ground walkaround; that's an inside inspection.

9 Q. So, if they did a ground walkaround, that was probably -- it
10 was early in the morning?

11 A. Yes, that was early.

12 Q. Okay. Were there any WMATA personnel on the train at the
13 time of the incident that you're aware of?

14 A. Not that I know of, no. No one identified themselves to me.

15 Q. When the train was slowing, were there speed commands still
16 being sent to the train?

17 A. Yes.

18 Q. Okay. So, speed commands were present all throughout the --

19 A. Yes, they were present.

20 Q. And then I know you said your usual runs are on the Blue,
21 Orange, and Silver, and do they require line familiarization
22 training? I guess since that's your normal --

23 A. No, the train -- the track is going to take you -- it's not
24 like the bus where you have to make turns. The track is going
25 take you everywhere you go.

1 Q. Got you. And what RWP level are you?

2 A. Two.

3 Q. And so, when you opened the rail cart doors, I assume at that
4 point -- was the smoke still --

5 A. It was a light smoke.

6 Q. Okay.

7 A. That was another reason why we opened the doors up, to let
8 some of the smoke dissipate.

9 MR. KUPKA: That's all I have right now. Thank you, sir.

10 MR. JENNER: Bruce?

11 MR. WALKER: Sure.

12 BY MR. WALKER:

13 Q. Bruce Walker, WMSC. So, when you were leaving the Largo
14 terminal, you picked the train up at the platform, correct?

15 A. Yeah.

16 Q. Is there any inspection or anything that you're required to
17 check before you take the train out of the Largo?

18 A. Only thing I can check is in my cab area.

19 Q. Okay.

20 A. That's the only thing I can check.

21 Q. So, we're going to kind of transition. So, correct me, but
22 you said that the train was operating normally until you -- it had
23 the incident where it started slowing itself down?

24 A. Yes.

25 Q. So, let's go back to the display, what were your console

1 readouts when -- that you recall when that happened?

2 A. I can't remember exactly the readouts, but I think as far as
3 when you're leaving Rosslyn, you get 40.

4 Q. Okay.

5 A. So, it's either 40 or 45.

6 Q. All right. So, you -- 45 mile an hour speed limits and you
7 had your other indications as far as brake pipe pressure,
8 everything?

9 A. I had all my normal -- everything was normal before that
10 kicked in.

11 Q. Okay.

12 A. It was no trouble screen, there was no problems on the train
13 at all.

14 Q. Thank you. So then now, when you received the trouble
15 screen, when the train started slowing itself down, can you just
16 again repeat -- so, what indications did you get? You heard a
17 beeping sound?

18 A. Yes, it's beeping, beep, and the train is slowing down and on
19 the trouble screen, it's flashing.

20 Q. Okay.

21 A. So, when you press it, it comes up and tells you what's going
22 on on what car.

23 Q. And what again did it tell you it was --

24 A. A stuck holding brake was on car 72 hundred.

25 Q. Okay. So, then you mentioned that you started doing

1 troubleshooting, so what was the instructions given to you by
2 Central once you let them know that there was a stuck holding
3 brake?

4 A. He asked me to recycle the holding brake circuit braker.
5 That didn't release. Then they asked me to key down and recycle
6 the ATC package, then key it back up. That didn't do anything.
7 So, then he was -- he asked me to brake power knockout and see if
8 we can move the train.

9 Q. Okay.

10 A. So, I broke power knockout and I let them know, I said hey,
11 you know, we can move. He told me move -- go ahead and move to
12 the next platform, proceed no more than 10 miles an hour and when
13 we get there, I'm going to have some help for you.

14 Q. Okay.

15 A. So, started trying to move and like I said, maybe moved
16 another car length and then it stopped again.

17 Q. So, did you still have the stuck holding brake indication
18 when you broke power knockout?

19 A. Yeah.

20 Q. So, is there a procedure -- and I've been away for a while,
21 do you have to cut trucks -- or do you typically cut trucks before
22 you break power knockout?

23 A. You typically cut trucks before you break power -- and well,
24 on the Legacy, that was our system, you know, we cut trucks. But
25 we -- they asked me to cut power knockout and see if the train

1 could move.

2 Q. Okay. So, Central never asked you to cut trucks at all? I'm
3 just trying to understand.

4 A. No. I asked them could I go back.

5 Q. And what was their response?

6 A. This was after he told me to cut power knockout and he said
7 okay. He gave me permission to go back.

8 Q. So, when Central instructed you to bypass and break power
9 knockout, did they give you any other instructions to perform any
10 kind of rolling test -- rolling brake test to see if you were
11 rolling freely?

12 A. No. He -- well, he all he told me was move the train, don't
13 go no more than 10 miles an hour. So, just in case, we don't want
14 to be dragging them brakes if there's still the problem back
15 there.

16 Q. Okay, thank you for that. So, I'm going to transition to
17 power. So, when the train first had its problem, it was still on
18 third-rail power?

19 A. That's as far as I know.

20 Q. Okay. So, I'm trying to understand, so when third-rail power
21 was deenergized, did the entire (indiscernible) continue to have
22 emergency power or did any of the cars lose power at any point in
23 time?

24 A. Yes -- no, I mean, we had emergency power until -- what is --
25 how long does this stay on, 30 minutes, 40 minutes? We had power

1 still.

2 Q. No -- and that's -- it's supposed to stay on for two hours,
3 did it stay on for the entire time or did you lose --

4 A. No, we ended up losing power.

5 Q. Do you know approximately how long?

6 A. It may have been an hour we were still down there.

7 MR. WALKER: Okay. So, that is it for my follow-up
8 questions, so thank you for that.

9 MR. JENNER: Thank you.

10 Maurice, do you have questions?

11 MR. WOMACK: No.

12 MR. JENNER: No questions, okay.

13 BY MR. JENNER:

14 Q. Okay, this is Steve Jenner again. If you can -- you were
15 asked what level RWP and you said you were level two. Can you
16 just describe to me the different levels?

17 A. Different levels mean that you're able to go down to the
18 railway and do different things. As far as for me for level two,
19 I'm able to go down and maybe block and clamp a switch.

20 Q. How many different levels are there?

21 A. It's four or five.

22 Q. We were looking at three maybe?

23 A. Is it three?

24 Q. Yeah. I'm saying a question -- or say three. Okay. One
25 being the most basic, three being the most advance?

1 A. Yeah.

2 Q. Okay. How does one move up different levels?

3 A. I guess according to your job and your job duties, what do
4 you need to do. I don't really have any need to go to the railway
5 but if they ask me to clamp a switch or something.

6 Q. Okay. So, how does one -- for you, how did you move from one
7 to two? Is there additional training or supervision?

8 A. Yes. I guess if you go to -- if I was to change my job title
9 to supervisor, I guess you would move up because you would need
10 more -- because them, they do different things. They're able to
11 clamp -- they're able to -- what was that -- move the switches,
12 you know. So, I'm not able to do that.

13 Q. Okay. Did you feel -- it's a hypothetical, if you were a
14 level three and had to skills to operate as a level three, would
15 that have helped you at all in this situation?

16 A. No, I would've just been able to go down the railway and look
17 at that train. That's all I could do.

18 Q. Okay. Is there any type of training that you wish you had
19 that would've helped you with this situation?

20 A. No, I had all the training I needed. Like I said, my
21 operations has been the same for the same 12 years I've been down
22 here. I've operated through area since I've been down here, never
23 had a problem. This is my first incident ever.

24 Q. Okay. You were asked earlier -- I'm going to change
25 directions here and part of our protocol of questions, we ask

1 people about their work-rest routine and your overall health and
2 fitness if I can ask those questions of you?

3 A. Uh huh.

4 Q. So, I heard you say you were off on Sunday and Monday, what
5 sort of activities did you do, like, on Monday?

6 A. What did I do Monday? I went to -- Monday I got up, I got on
7 my treadmill, what else I do? After that I just showered and just
8 did some chores for the day.

9 Q. Okay. And then you got a call Monday, I think, at 3:00 p.m.?

10 A. I called.

11 Q. Oh, you called? Okay.

12 A. I have to call the job and see when I'm working for the next
13 day.

14 Q. And 3:00 p.m. is the normal time that you call?

15 A. Yeah.

16 Q. Okay. And they -- what details did they give you?

17 A. They informed me what run I'm working.

18 Q. Okay.

19 A. What time to come on and if I have any additional work after
20 that.

21 Q. Okay. Additional overtime type work?

22 A. Yeah.

23 Q. All right. So, now it's Monday, you find out your schedule
24 for tomorrow, about what time do you think you bed and fell
25 asleep?

1 A. It had to be -- let me tell you -- the football game came on,
2 so what time was that? I fell asleep maybe midway of the first --
3 I didn't even see the game. So, what is that? So, I can't tell
4 you exactly the time, but that comes on, what, 8:00?

5 Q. Yeah.

6 A. So, I didn't see the -- I fell asleep, maybe it was during
7 the first quarter.

8 Q. Okay.

9 A. So, between 8:00 and 8:30.

10 Q. Okay, 8:30-ish -- and you fell asleep?

11 A. Yes.

12 Q. Is that sort of your normal time?

13 A. Yes, I try to be in bed by 8:00, no later than 9:00.

14 Q. Oh, very good. And what time did you wake up Tuesday
15 morning?

16 A. I got up at 4:45.

17 Q. And so, you worked that day until -- when did your shift end?

18 A. My shift would've ended -- if everything had went right on
19 that shift, I'd have been off at 6:50.

20 Q. Okay. It was scheduled to go to 6:50?

21 A. Yeah.

22 Q. So, 4:45 a.m. is when you --

23 A. Yeah. But between my first run -- like I said, I left Largo
24 at 12:24, that got off at 2:54, so -- and then I wasn't due to
25 leave out again until 4:11.

1 Q. Okay. 4:11 is the time you departed on --

2 A. And 4:07 was the incident.

3 Q. Yeah. And you had answered earlier, you felt normal, alert?

4 A. I felt normal, yeah.

5 Q. Okay, good. If I can ask just about your overall health?

6 How is your overall health?

7 A. I'm fine, I'm good.

8 Q. Good. Any chronic, long-term medical conditions?

9 A. None.

10 Q. Any colds or allergies?

11 A. None. I have an allergy to seafood, that's about it.

12 Q. Okay. Pollen and hay fever, anything like that?

13 A. No.

14 Q. Do you -- have you ever been diagnosed with a sleep disorder,
15 sleep apnea?

16 A. No.

17 Q. Okay. Is your -- you sleep pretty well?

18 A. Yeah.

19 Q. Okay. So, you're a healthy guy?

20 A. Yeah, as far as the doctor tells me, yeah.

21 Q. All right, that's good to know.

22 A. Yeah.

23 MR. JENNER: Very good. That's my -- that's all the
24 questions I have right now. We'll go around.

25 MR. WOMACK: Clarification -- this is Maurice Womack

1 speaking. Clarification on the RWP section, okay, there are three
2 levels, there used to be four levels, one, two, three, four, they
3 took out three. So, when you're talking on levels, you have level
4 one, two, and then four is the most advanced and each level
5 requires more training, okay. So, for your purpose and
6 understanding, you have level one, which is the basic where for
7 instance -- for the purpose of investigation, you would need a
8 level four to escort you onto the track and railway. Level two,
9 you can go down onto the railway for specific tasks. Level four
10 is the railway worker in charge that kind of has the oversight of
11 the particular work areas. So, those are the differences between
12 the levels and each one requires additional training, with level
13 four being the most extensive in the training itself.

14 MR. JENNER: Thank you.

15 BY MR. JENNER:

16 Q. Is that your understanding as well?

17 A. Yes.

18 MR. JENNER: Okay, thanks, Michael.

19 Thank you, we'll go around.

20 MR. WALKER: I have no further questions.

21 MR. JENNER: Greg?

22 BY MR. KUPKA:

23 Q. Just my last question. You said that you went to bed at your
24 normal time and you woke up at your normal time, just -- is there
25 anything else going on in your life that may have distracted you

1 or impacted your sleep patterns?

2 A. No.

3 MR. KUPKA: Okay, thank you for that.

4 MR. JENNER: Okay. Anything else you want to add?

5 Deon, I'll give you an opportunity. Is there anything you
6 want to add or clarify?

7 MR. BAKER: No, it sounded like he followed the directions of
8 Central once he realized there was a problem. And it seems like
9 once the supervisor -- they was in charge, then Transit was in
10 charge, so it's the same protocol that they've been standing for
11 years.

12 MR. JENNER: Good, thank you.

13 So, I'll -- no other questions from either of you?

14 BY MR. JENNER:

15 Q. So, I'll ask you, is there anything, other details you think
16 would help us with the investigation, what questions and people we
17 should be talking to?

18 A. I don't know. As far as from my perspective, I didn't --
19 there was nothing different. I didn't feel it when it happened,
20 so I have to go by what the train -- and what happened on the
21 train and that's all I got. I didn't see anything in the roadway,
22 there was nothing I did different than what I'd been doing the
23 whole day. I don't know.

24 Q. Okay. I had asked you earlier if you think any type of
25 specific training may have helped -- additional training may have

1 helped you with this?

2 A. No. I mean, I already had my training. I know how to
3 operate; I make my observations and I did everything that I'm
4 trained to do.

5 Q. Okay. You described the procedures you were following in
6 terms of evacuation, would you recommend any different type of
7 procedures?

8 A. No. Like I said, the Fire Department took over that part of
9 it. So no, I guess they would know a little bit better with what
10 they're doing -- you know, all the training they have. No, I
11 think everything's going how it should be going.

12 Q. Very good. One final question, is there anything that we
13 discussed or you thought of that could make the system a little
14 safer?

15 A. No. To my knowledge, everything is safe as can be. I can't
16 think of anything right now, no. Nothing out of the ordinary, no.

17 MR. JENNER: All right. Thank you and I appreciate you time
18 and your telling us your story. So, this is helpful for us. So,
19 if no other questions, then it's 11:38 and we finish up the
20 interview.

21 MR. DOZIER: Okay.

22 (Whereupon, at 11:38 a.m., the interview was concluded.)
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: WMATA METRO TRAIN DERAILMENT
 IN ARLINGTON, VIRGINIA
 ON OCTOBER 12, 2021
 Interview of Michael Dozier

ACCIDENT NO.: RRD22LR001

PLACE: Landover, Maryland

DATE: October 15, 2021

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Carolyn Hanna
Transcriber